



JOHN ELIAS BALDACCI
GOVERNOR

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE
04333-0016

DAVID A. COLE
COMMISSIONER

March 19, 2010

Subject: **Eddington, Clifton,
Amherst & TWP 28 MD/TWP 22
MD**

Federal Project No's: NH-1681(000)E,
STP-1771(700)X & STP-1771(800)X
State Pin No's: 016810.00, 017717.00 &
017718.00

Amendment No. 2

Dear Sir/Ms:

The following questions have been received:

Question: This project calls for the installation of 32 new Guardrail 350 Flared Terminals. Typically these installations require shoulder widening. How will the material, grading and compaction necessary for these widenings be paid for?

Response: ASCG necessary for the construction of guardrail shoulder widenings will be paid for under item 304.103. Grading and compaction of this item is incidental as per section 304 of the Standard Specifications.

Question: In Section 105 of the Special Provisions, it states that traffic will not be allowed to run on milled surface on specific Holidays. Does this mean traffic "will be" allowed to run on milled surface the remaining days? General note 31 states "All milled main line, truck lanes and truck lane transitions shall be paved the same day as milled." Please Clarify?

Response: The Department's intent is to allow traffic on milled surfaces except for the specified holiday weekends. All milled surfaces, for the specified dates, shall be paved with the shim course at a minimum. General note 31 shall not apply to this project.

Question: The shoulder repair areas for the Eddington/Clifton portion of this project are listed under item 403.102 (HMA Pavement – Special Areas). The note under item 631.12 (All Purpose Excavator – Including Operator) in Construction Notes states that this item will be used in shoulder repair sections. How will the material, grading and compaction necessary for these shoulder repairs be paid for?



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Response: Any necessary pavement trimming or removal for shoulder repair areas will be paid under the appropriate equipment rental item. Any necessary material for shoulder repair may be paid for as item 304.103 or 411.10 or as directed by the Resident. Compaction and grading of these items is incidental as per sections 304 and 411 of the standard specifications.

Question: The note given for section 627.76 on Amendment No. 1 states "RPMs will not be allowed on milled surfaces. Temporary painted lines will be required on milled surfaces that open to traffic overnight." This change appears to be in conflict with note 31 on page 56 of the contract book which states "All milled main line, truck lanes and truck lane transitions shall be paved the same day as milled." Will the Contractor be allowed to open milled areas to traffic prior to paving them in? If so, how long will traffic be allowed on the milled surface before paving begins? If not, what is the Departments intent for requiring the milled area be paved the same day; would this involve only the shim course or both the shim and binder course? If the Contractor is not allowed to open the main line, truck lanes and truck lane transitions to traffic overnight, what areas does the Department feel that the note referenced in the amendment would apply?

Response: The contractor will be allowed to open milled areas to traffic prior to paving. Milled areas may be left open to traffic for up to six calendar days. Should the contractor fail to pave the milled area in the in six calendar days, such failure will be considered a traffic control violation. Weather will not be an acceptable excuse. Paving of the shim course over the milled area shall be considered acceptable. Paving of Truck lanes and truck lane transitions shall be concurrent with mainline paving for all courses. General note 31 shall not apply for this project unless safety becomes an issue.

Question: The Eddington/Clifton portion of the project (PIN 16810.00), Typical Section Sheet 2 of 5 shows a mainline mill cut of 2" with a total of 3 1/4" of HMA being placed on mainline. The same detail also shows 1 3/4" (1 1/4" Surface + 1/2" "assumed shim") of HMA being placed on all non-shoulder repair areas, which leaves these shoulder areas approximately 1/2" higher than the adjacent mainline travel way. Is this the intent of the Department? Please Clarify?

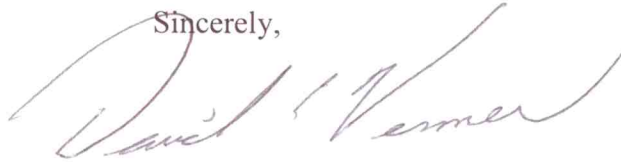
Response: The Department's intent is to mill out 2" on the mainline and pave the milled area with a 1/2" shim course and 1 1/2" of 12.5 mm HMA as shown on the typical. The shoulders will be shimmed with 4.75 mm HMA at variable depth on the outside of the shoulder and zero depth at the edge of the travelway.

Question: The typical sections for the Eddington-Clifton mill and fill portion of the project show a 3" overlap cut between the first and second pass of the mill. It is unclear at what stage of the paving this cut takes place, after the lift of 12.5 mm Binder or after the lift of 9.5mm surface. Can you provide clarification on this detail?

Response: The Department's intent is to allow the contractor to open the milled surface to traffic. The detail showing the overlap in the overlay sections is not going to be adhered to for this project.

Consider this information prior to submitting your bid on March 24, 2010.

Sincerely,

A handwritten signature in blue ink, appearing to read "David Verner".

FOR

Scott Bickford
Contracts & Specifications Engineer